

**Perris Valley Line**  
**Riverside, California**  
**Project Development**  
(Based upon information received by FTA in November 2010)

Summary Description	
<b>Proposed Project:</b>	Commuter Rail 24.4 Miles, 4 Stations
<b>Total Capital Cost (\$YOE):</b>	\$232.14 Million
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$75.00 Million (32.3%)
<b>Annual Forecast Year Operating Cost:</b>	\$5.79 Million
<b>Opening Year Ridership Forecast (2013):</b>	4,300 Average Weekday Boardings 1,600 Daily New Riders
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** The Riverside County Transportation Commission (RCTC), in conjunction with the Southern California Regional Rail Authority, is proposing to construct an extension to the existing Route 91 Metrolink commuter rail line that operates between Los Angeles and downtown Riverside. From Riverside, the project alignment would extend southeast parallel to the Ramona Expressway (I-215), serving the communities of Alessandro, Moreno Valley and Perris. The project includes park-and-ride lots to accommodate approximately 2,200 vehicles. The proposed project would operate with 30-minute headways during the morning and evening peak periods, as well as a single mid-day train, in the anticipated opening year of 2013.

**Project Purpose:** The Perris Valley Line would improve transit alternatives for commuters in the Interstate 215 and State Route 60 corridors east and south of downtown Riverside, who on average face Southern California's longest commutes. In particular, the project would improve access to the Metrolink system for residents of rapidly growing Perris Valley communities, thereby offering faster connections to employment concentrations in Orange County and Los Angeles as well as key activity centers in western Riverside County.

**Project Development History, Status and Next Steps:** FTA approved the Perris Valley Line into Small Starts project development in December 2007. The capital cost has changed slightly since 2009, from \$232.69 million to \$232.14 million. Completion of the environmental review process is anticipated to occur in July 2011, with a Finding of No Significant Impact. RCTC anticipates receipt of a Project Construction Grant Agreement in mid to late 2011.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 Small Starts	\$75.00	32.3%
Section 5307 Urbanized Area Formula Funds	\$26.16	11.3%
FHWA Flexible Funds (CMAQ)	\$7.21	3.1%
FHWA Flexible Funds (STP)	\$0.50	0.2%
STIP Funds *	\$52.98	22.8%
<b>State:</b>		
Proposition 1B (General Obligation Bonds)	\$30.00	12.9%
<b>Local:</b>		
Measure A – Rail Capital Program (Sales Tax)	\$40.30	17.4%
<b>Total:</b>	<b>\$232.14</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

\* State Transportation Improvement Program(STIP) funds are state-administered Federal flexible funds augmented by state gas tax and other revenues. These funds are passed from the state to local transportation agencies as STIP funds, but all Federal requirements apply.

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**(Land Use and Economic Development Rating based upon Information accepted by FTA in  
November 2007)**

<b>LAND USE RATING: Medium-Low<sup>1</sup></b>	
<b>Existing Land Use: Low</b> (One-third of Land Use Rating)	
<p>The Existing Land Use rating reflects the population and employment densities within ½-mile of proposed station areas:</p> <ul style="list-style-type: none"><li>• Total employment served in the Perris Valley Line station areas is 10,600. Average population density in station areas is 2,900 persons per square mile.</li><li>• The existing Metrolink terminus station in downtown Riverside serves a moderately-sized central business district containing 6,200 jobs and a number of institutional uses. The proposed stations are located in areas that are low-density residential, small scale neighborhood commercial, light industrial and manufacturing land uses. Three station areas are largely undeveloped.</li></ul>	
<b>Transit-Supportive Plans and Policies: Medium-Low</b> (One-third of Land Use Rating)	
<ul style="list-style-type: none"><li>• One existing and one proposed station area are in traditional downtowns, each of which has a downtown specific plan that is supportive of transit, including creation of a pedestrian “promenade” in downtown Perris.</li><li>• Zoning in most areas outside of downtown Riverside is low to medium density. Future land uses in the three largely undeveloped station areas are planned to include commercial and industrial parks and park-and-ride lots.</li><li>• The State of California provides funding for transit-oriented development via a competitive grant application process. Visioning efforts have been conducted at the metropolitan (six-county) and county levels, involving multiple stakeholders.</li><li>• Some existing state, regional, and local economic and community development programs are available for general use in promoting development, such as tax increment financing, Enterprise Zones, and Assessment Districts; a few examples of their application were noted in downtown Riverside.</li></ul>	
<b>Performance and Impacts of Policies: Medium-Low</b> (One-third of Land Use Rating)	
<ul style="list-style-type: none"><li>• Recent examples of transit-supportive development are found along the University Avenue Corridor in Riverside. Two projects to rehabilitate historic buildings have also been completed in the downtown area.</li><li>• Some new developments are proposed or underway, including commercial and residential development in downtown Riverside, and commercial development near Spruce Station. However, no evidence was provided suggesting that recent or proposed developments in any of the proposed new station areas are transit-supportive.</li><li>• Most station areas include a significant amount of undeveloped land, and high regional and county growth rates support a market for future development (county population is forecast to grow 70 percent between 2000 and 2030).</li></ul>	

<sup>1</sup> The revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 *Final Guidance on New Starts Policies and Procedures*, when FTA proceeds with policy/guidance changes, it ensures existing projects far along in the development process are not adversely impacted by allowing them to continue to be evaluated and rated under the old methodology. Thus, the two Economic Development factors are considered as part of the Land Use summary rating, as they were prior to July 2009, and Economic Development does not receive a separate rating.

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## Riverside, California

